

## Brief Summary of Actions taken by the CTCDC during the August 30, 2012 Meeting

### Organizations Items:

Election was held for the CTCDC chairman and vice chairman. Michael Robinson, representing Southern California State Association of Counties was elected Chairman and Hamid Bahadori, representing Auto Club Southern California was elected Vice Chairman for the next two years.

### Action Items:

- 12-13 Proposal to amend Section 2C.29 SPEED HUMP Sign (W17-1) based on the Experiment conducted by the City of Stockton with SPEED HUMP (W17-1) Signs

See Final Report on the following website:

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/reports.htm>

Action: The Committee recommended adoption of the revised sections as was proposed, see below;

#### Section 2C.29 SPEED HUMP Sign (W17-1)

##### Guidance:

01 The SPEED HUMP (W17-1) sign (see Figure 2C-6) should be used to give warning of a vertical deflection in the roadway that is designed to limit the speed of traffic.

02 If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see Section 2C.08).

##### Option:

03 If a series of speed humps exists in close proximity, an Advisory Speed plaque may be eliminated on all but the first SPEED HUMP sign in the series.

04 The legend SPEED BUMP may be used instead of the legend SPEED HUMP on the W17-1 sign.

04a If a series of speed humps exists in close proximity, an optional SPEED HUMPS AHEAD (WXX(CA)) sign may replace the first SPEED HUMP sign in the series, provided additional warning of speed humps are provided through signs or pavement markings at the speed humps.

04b If speed humps exist on a network of streets within an area accessible by a limited number of access points to the area, an optional SPEED HUMP AREA (WYY(CA)) sign may be placed at each access point to the area, provided additional warning of speed humps are provided through signs or markings at the speed humps.



Support:

05 Speed humps generally provide more gradual vertical deflection than speed bumps. Speed bumps limit the speed of traffic more severely than speed humps. Other forms of speed humps include speed tables and raised intersections. However, these differences in engineering terminology are not well known by the public, so for signing purposes these terms are interchangeable.

12-14 Table updates throughout Part 6 of the CA MUTCD 2012

Action: The Committee made recommendation for the adoption of the updated tables as were included in the agenda packet and suggested to add appropriate speed limit notes under the updated tables to be consistent with other tables. There were other suggestions too. Actual comments will be retrieved from the verbatim minutes and incorporated to the final language.

12-15 High-visibility safety apparel policy updates throughout Part 6 of the CA MUTCD 2012 - Submitted by Caltrans

Action: The Committee made recommendation for the adoption of Section 6D.03 Worker Safety Considerations and Section 6E.02 High-Visibility Safety Apparel as were amended to add , *“American National Standard for High-Visibility Apparel and Headwear”* (see Section 1A.11), *or equivalent revision*. See agenda for details posted on the following website:

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/agenda.htm>

12-16 Proposal to Amend Section 3B.18 of the CA MUTCD 2012 to Enhance Uncontrolled Intersection or Mid-Block Crossings

Action: The committee had some concerns on the proposed language, because it did not addressed the sight distance for motorists at the pedestrians crossings. There were also comments on the proposed Figure 3B-17(CA). The Committee asked to address their concerns and revise the figure as suggested and bring it back to the Committee for further discussion/deliberation.

12-17 Adopt an Interim Approval (IA-15) issued by the FHWA for the Optional Use of an Alternative Design for the U.S. Bicycle Route (M1-9) Sign

Action: The Committee recommend Caltrans to seek statewide blanket approval to adopt Interim Approval (IA-15) issued by FHWA for the Optional Use of an Alternative Design for the U.S. Bicycle Route (M1-9) Sign. Blanket approval of the IA-15 in California will eliminate the need for individual agencies to seek approval from FHWA.

## 6. Request for Experimentation

12-18 Request to experiment with Red Colored Transit-only Lanes

Action: The Committee had a lengthy discussion on this experimental request and authorized experimentation with some modifications to the proposal. The City of San Francisco agreed to review the suggestions to move further and also seek FHWA approval before implementation.

The authorization to experiment with red colored Transit-Only Lanes was approved subject to the following comments:

1) That they (San Francisco) get approval to experiment from the FHWA;

- 2) That they use striping detail D in Figure 3D-2 that provides 100-200 feet of "wide dotted single white line" in advance of permitted right turn movements at public streets or major commercial entrances;
- 3) That they stripe an appropriate amount of "wide dotted white lane line" as shown in Figure 3B-11 in advance of any solid white lane line for an exclusive right turn only lane;
- 4) That they post advance street name signs at the beginning of the "wide dotted white lane line" depicted in Figure 3B-11; and
- 5) That they not use the red pavement application adjacent to the "wide dotted single white line" shown in these two figures and as described in #2 and #3 above.

12-19 Request to Experiment with Highlighted Shared Lane Markings -  
**Action:** The Committee authorized experimentation as was proposed subject to FHWA approval.

12-21 Request to Experiment with In-Roadway Warning Lights (IRWL) System that would supplement existing traffic signals along the Metro Gold Line – Submitted by LA County Metro  
**Action:** The Committee authorized experimentation as was proposed subject to FHWA approval.

## **7 Information Items - None**

12-20 FHWA's 2009 MUTCD Revisions 1 and 2 –Engineering Judgment & Compliance Dates  
**Action:** Caltrans informed the Committee that the FHWA has issued two revisions to the 2009 National MUTCD, and California has two years to adopt it in California. This is just information for the Committee. Caltrans will be bringing this back as an action item for the next CTCDC meeting.

**8 Next Meeting** is scheduled for December 6, 2012.

**9 Adjourn:** Meeting was adjourned 3:34 pm.